

CENTRAL INTELLIGENCE AGENCY

REPORT

25X1

INFORMATION REPORT

CD NO.

COUNTRY Poland

DATE DISTR. 1 July 1955

SUBJECT Railroads and Highways in the Slupsk (Stolp)
 Area

NO. OF PAGES 2

PLACE
ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

25X1

1. The Stettin-Stargard-Koeslin-Schlawa line is single-track. In late November 1953, two fast trains and five passenger trains operated daily on the line in both directions. No information was available on the volume of freight traffic handled.¹

The Stolp-Rummelsburg line is also single-track. New wooden and steel ties were laid on the line in the last years.

The Stolp-Stolpmuende line, which was also single-track, handled a large volume of traffic. The line was also used for coal trains from Upper Silesia. The coal is transloaded to water at Stolpmuende. [redacted]

Standard-gauge branch lines available in the Stolp area included the :

 - a. Stolp-Karzin-Kuhnhof-Stolpmuende line;
 - b. Kuhnhof-Schmolsin line;
 - c. Gabel-Zezenow line.

These branch lines have been deactivated and their rails have been dismantled.²
2. Most of the locomotives operating in the area were of German make. The locomotives were obviously in good condition. Fast trains were composed of modern four-axle cars of Polish make, while most old German passenger cars were connected to passenger trains. Rolling stock was well maintained. Both old German and modern Polish cars were used for freight trains. The cars were in good condition, but there seemed to be a shortage of freight cars, because the railroad administration pressed for speedy loading and unloading of freight cars.²
3. The only long-distance highway available in the area was the Stettin-Stolp-Danzig highway. This highway was about 6 meters wide, and its surface was partly [redacted] and partly paved. The highway was well maintained, but traffic was very light because trucks are not used for long-distance hauling in Poland. All the other roads in the Stolp area were in poor condition and their surfaces had many potholes. Six or seven bus lines extended from Stolp. [redacted] the Stolp- 25X1 Glowitz, the Stolp-Dammen, and the Stolp-Rathsdammnitz bus lines. These lines were operated by the state and the buses in use were mostly modern Renault buses.

1. [redacted] Comment. The Stettin [redacted] section is double-track. The information, 25X1, that the Stettin [redacted] single-track [redacted] received for the first time [redacted] was believed that this line section [redacted] double-track.

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB	DISTRIBUTION					
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI						

25X1

CONFIDENTIAL/

[REDACTED]

25X1

- 2 -

[REDACTED]

25X1

2. [REDACTED] Comment. The data on the status of railroad lines in [REDACTED]
[REDACTED] information available to this office [REDACTED]

25X1

[REDACTED]

25X1

CONFIDENTIAL/

[REDACTED]

25X1

REPORT

CD NO.

DATE DISTR. . . 1 July 1955

NO. OF PAGES : 2

**PLACE
ACQUIRED**

NO. OF ENCLS.
(LISTED BELOW)

25X1

DATE OF INFO.

**SUPPLEMENT TO
REPORT NO.**

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

25X1

1. The Stettin-Stargard-Koeslin-Schlaga-Stolp-Lauenburg-Neustadt-Gollnig railroad line is single-track. In late November 1953, two fast trains and five passenger trains operated daily on the line in both directions. No information was available on the volume of freight traffic handled. The Stolp-Rummelsburg line is also single-track. New wooden and steel ties were laid on the line in the last years. The Stolp-Stolpmuende line, which was also single-track, handled a large volume of traffic. The line was also used for coal trains from Upper Silesia. The coal is transloaded to water at Stolpmuende. [redacted] Standard-gauge branch lines available in the Stolp area included the:
- a. Stolp-Karzin-Kuhnhof-Stolpmuende line;
 - b. Kuhnhof-Schmolsin line;
 - c. Gabel-Zezenow line.
- These branch lines have been deactivated and their rails have been dismantled.2
2. Most of the locomotives operating in the area were of German make. The locomotives were obviously in good condition. Fast trains were composed of modern four-axle cars of Polish make, while most old German passenger cars were connected to passenger trains. Rolling stock was well maintained. Both old German and modern Polish cars were used for freight trains. The cars were in good condition, but there seemed to be a shortage of freight cars, because the railroad administration pressed for speedy loading and unloading of freight cars.2
3. The only long-distance highway available in the area was the Stettin-Stolp-Danzig highway. This highway was about 6 meters wide, and its surface was partly tarred and partly paved. The highway was well maintained, but traffic was very light, 25X1 because trucks are not used for long-distance hauling in Poland. All the other roads in the Stolp area were in poor condition and their surfaces had many potholes. Six or seven bus lines extended from Stolp. [redacted] were the Stolp-Glowitz, the Stolp-Dammen, and the Stolp-Rathsdamnitz bus lines. These lines were operated by the state and the buses in use were mostly modern Renault buses. 25X1
1. [redacted] Comment. The Stettin-Belgard line section is double-track. The information that the Stolp-Lauenburg line section is single-track has been received for the first time. [redacted] were believed that this line section was double-track.

25X1

CLASSIFICATION

~~C-O-N-F-I-D-E-N-T-I-A-L~~


STATE	NAVY	NSRB	DISTRIBUTION	
ARMY	AIR	FBI		

25X1

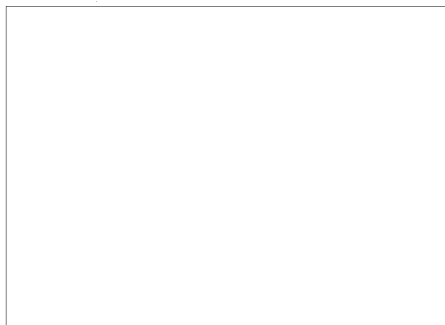
CONFIDENTIAL



25X1

2.  Comment. The data on the status of railroad lines in the Stolp area agrees with information available to this office as of late 1958.

25X1



25X1

CONFIDENTIAL